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AND SO HAVE
WATKIN'S AERATED WATERS,
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LEMON-SQUASH, SELTZER, LITHIA, SANTHARIS,
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KUPPER'S
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The most popular of light Beers: there is never any sediment in KUPPER BEER, it is always bright and sparkling

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Hongkong, 12th April, 1900.

BLATZ BEER

Per Cask of 10 dozen Pints \$25

SOLE AGENTS:
H. PRICE & Co.,
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Hongkong, 3rd February, 1900.

[15]

**MIGHT BE EQUALLED
BUT CANNOT BE
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RESOLUTION.
That the Capital of the Company be
increased to 1,000,000 by the creation and
issue of 50,000 New Shares of \$10, each fully
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Hongkong, 12th April, 1900. [16]

THE FIRST GYMKHANA MEETING.
APRIL 28TH, 1900.
EVENTS.
1.—**HALF-MILE RACE.**—For all China ponies
Weight for inches as per scale with
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fins and bona fide polo ponies allowed
lbs.
2.—**TENT PEGGING.**—Points for place.
style—three runs.
3.—**STEEPLECHASE.**—For all China ponies.
[20.]

PETER SYS' WONDERFUL SPECIFIC.

**THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUPE, DYSENTERY, DIARRHŒA, HEMORRHAGE and ULCERATION
of the BOWELS.**

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4.—**CHINE MILE HANDICAP.**—For all Competitors.

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12th October, 1898.
[21]

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(Honekong, 20th February, 1900. [235b

first past the winning post third time with all three potatoes in the bucket.

6.—11 MILE RACE.—For all China post Weight for inches as per scale with added. Subscription Griffin allowed Winners at this Meeting 5 lbs extra.

7.—ONE MILE RACE.—For Walers. C Weights over 11 st. 7 lbs.

Hongkong, 17th April, 1900. [

FOR SALE AT TIENTSIN.

NORTH CHINA.

<h1 style="text-align: center;">HOTEL CRAIGIEBURN</h1> <p style="text-align: center;">Centrally situated at PLUNKET'S GAP, the PEAK, 1,500 feet above sea-level and 500 yards from the TRAM TERMINUS.</p> <p style="text-align: center;">For Terms, &c., apply to the</p> <p style="text-align: right; font-weight: bold;">MANAGER.</p> <p>Telephone No. 56.</p>	<p>LARGE BUSINESS PREMISES ON TAKU ROAD within easy reach of Bund. The Premises consist of a Six-room Bungalow, Three Large Godowns, one with double storey and flat roof suitable for all purposes, Compressor's Quarters and one Brick House, several Out-buildings all necessary adjuncts to business. One down contains a Hydraulic Press, Engine. For particulars apply to</p> <p style="text-align: right;">J. T. SKOTTON & Co. Land, Estate, and General Commission Agents, Tientsin, North Chi</p>
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Hongkong, 2nd April, 1899.

taken with comfort. I must not omit to mention the number of species of birds to be seen in this neighbourhood. It was told that the Gannet Gannet here had shot over 300 in his garden. In the winter there are plenty of geese and ducks.

M. H. W.

A ROUGH VOYAGE.

The I.C. steamer *Puchli*, which arrived yesterday from Tientsin, says the *N. C. D. News* of 11th inst. had a particularly rough experience during part of the passage. She left port on the 5th inst., and about 10 hours after leaving, heavy thunder, with lightning, set in. After a while the electrical disturbance ceased and then a howling gale, with squalls of hurricane force, began. A fearful sea rose, washing the vessel's decks repeatedly and one great wave smashed in the front of the wheel-house. The steamer showed good weathering qualities, but for some, at least, of those on board, it was an anxious time. For fully 36 hours the ship's company had to contend with wind, and then came a welcome change to fine and foggy weather. During the height of the storm, which was unusually long of duration, some of the seas were of tremendous height and volume, and it is fortunate that the *Puchli* came through with so little damage. A carpenter's gang from the Old Dock was at work repairing the wheel-house soon after the vessel arrived yesterday, and the shattered ends of the timbers bear ample testimony to the violence of the seas. Her cargo was in no way injured.

DEFENTION OF A MAIL STEAMER.

Kobe, April 6th.

The P. & O. steamer *Rosetta*, having on board the English mails of 2nd ulto, which was looked for at daylight to-day, arrived at Wada Pt. at an early hour this morning, and was unexpectedly detained there until 4.30 o'clock this afternoon. There has accordingly been a delay of several hours in the delivery of the mails. The cause of the detention calls for remark. It seems a suspected case of small-pox occurred on board the *Rosetta*, between Singapore and Hongkong, and as the *Rosetta* brought on some of her passengers, the Quarantine officials held the vessel at Wada and fumigated her. Whether such a course was necessary is open to doubt, and it is to be hoped some representations will be made on the subject. According to the Regulations, of course any case of infectious disease occurring on board a vessel after commencing the voyage renders it necessary for the ship, crew and passengers to be fumigated at the first port of call in Japan. The *Rosetta* had to undergo this treatment the other day in Nagasaki, owing to a case of small-pox having occurred on board between Suva and Aden. Why the authorities here should disregard the fact that the vessel had been granted pratique at the Straits and at Hongkong and Shanghai seems inexplicable. But in that case it could be argued that the disease occurred on board the steamer detained by the Quarantine authorities. This cannot be urged in the case of the *Rosetta*, and no sickness having occurred on board this ship, we are at a loss to understand why she should have had to undergo fumigation.—*Herald*.

WRECK OF THE BRITISH SHIP "IRANIAN."

A Tokio telegram of 9th inst. says:—The British ship *Iranian* which went ashore at Nijima, Ido, province, was on her way to the South Seas from America laden with coal. She struck the sunken reef called Jenu, about 24 miles from Kulusushima on the 7th inst. at 7 p.m. The captain and fourteen of the crew landed at Nijima and sixteen others at Kodasima. The authorities on the latter place arrived at Shingawa with the sixteen men last night. The Tokio Fu authorities did what was necessary for them, and they subsequently were taken in charge by the British Consul at Yokohama.

The captain who landed at Nijima, arrived at Shimoda on the 8th and again proceeded to the wreck to inspect the ship, and also to bring away an old man who was left on board. Two officials and one interpreter from the Tokio Fucho were sent to Nijima yesterday morning. Viscount Senki, Governor, sent 60 lbs. of bread and 3 dozen cans of meat, and the Shipwreck Relief Society 1 dozen bottles whisky, 2 dozen tins of milk and 5 lbs. of coffee to the sailors at Nijima.

THE RAISING OF THE "MORGAN CITY."

Kobe, 6th April.

The pontoons, which have been in course of construction at the Kawasaki Dockyard for the raising of the "Morgan City," have now been completed. The first of the pair left for the scene of the wreck on Monday evening, and the other will leave to-night. Men are engaged at the wreck in preparing for the work of the pontoons, and it is expected that the actual work of raising the ship will commence in a week. Capt. Robertson, of Seattle, who is in charge of the *Insurance Company's* interests in the matter, goes to Onomichi tomorrow to superintend the operations, along with the representatives of the Kawasaki Co.—*Herald*.

THE NAVAL MANOEUVRES.

THE EXPECTED REVIEW AT KOBE.

The following telegrams relate to the progress of the Naval Manoeuvres:—*Kobe, April 9th.*—The Commander Tsubota and Hida have made the *Asakusa* and *Asama* their flagships during the manoeuvres. The officers enrolled as for active service during the manoeuvres began duty on the 6th inst. The umpires and the military officers who observe the operations embarked to-day. *Kure, April 8th.*—The invading squadron is formed of the *Fuji*, *Asama*, *Kasagi*, *Chinyu*, *Matsushima*, *Isukushima*, *Hashidate*, *Idzumi*, *Akikushima*, *Chiyoda*, *Tachibana*, *Yasuma*, *Mikasa*, *Yamato*, *Togohashi*, *Chinku*, *Chinken*, and several torpedo boats, and they left the port this morning. *Utsunomiya, April 8th.*—The warships assembled at Kure left for their destinations this morning. A Japanese paper states that over fifty warships at present taking part in the manoeuvres will arrive here from the 15th to the 20th inst. and the review of the squadron will be held by His Majesty the Emperor as already reported. The Kobe City Sanjiki will invite the officers to a garden party during their stay here. It is hoped the residence of Viscount Kuki will be granted for the occasion, and communications as to the matter are progressing between the authorities and the noblemen. Should this proposal fall through, the *Mitsugawa* banks will be utilised for the purpose, and it is expected on the day of the celebration the Shinko Club will be used. The country villa of H. H. H. the Prince Arisugawa at Maiko will be the temporary residence of His Majesty the Emperor. His Majesty's visit to Kobe to review the squadron.—*Herald*.

THE PO TRONEMENT OF THE COREAN QUESTION.

It is curious to observe, says the *Kobe Herald* of 6th inst., how quickly and completely the alarms that were raised in connection with the demand by Russia on Corea the other day, have dropped out of the purview of the Japanese press—and presumably also of the Japanese public. An affair of this sort, affecting the interests of any of the western peoples as nearly as those of Japan were touched by the Russian demand, would have led a long train of press and public discussion, conjecture, and perhaps recrimination in those countries where the people have been educated to take a strong and permanent interest in their rights and prerogatives. In Japan, however, the end of the precise cause of immediate difficulty and discussion is no sooner reached than the matter lapses—practically into oblivion, without apparently in the least degree prejudicing or improving the basis of the ordinary relations of the country with Russia. It is not even made clear what the exact issue of the matter has been. Unofficially it is stated the Russia is content with the right to purchase the extent of land that will suit within the limits of the Masampo concession—a right of which she could have availed herself at any time and under any circumstances.

The Government does not make it known if this is really the issue of the matter, and in this connection the lack of some system akin to that of the issue of Bluebooks which is observed by most of the Constitutional governments in Europe, is a grievous deficiency, fostering indifference among the people through ignorance, or the want of the means of knowledge. The affair has lapsed, and so far as can be judged, the Japanese government is satisfied with the manner in which it has lapsed. Russia has made no encroachment on the essential integrity of Corea territory, and such encroachment is, as we know from repeated authoritative declarations, the only contingency that Japan will regard as a casus belli in Corea. But the country, or its responsible leaders, apparently are purblind. They are the victims of a lamentable illusion if they imagine that Russia rests content with what her recent attempt secured. Marquis Ito says that Japan must believe that Russia will break the pact with Japan for the maintenance of Corea integrity—refuses to believe until Russia does break it. Russia has now broken it, in fact if not in deed. By the demand on Corea for a part of Corea territory the Russian government showed that it will ignore the convention—or pact as Marquis Ito styles it—when it can safely do so. This, if it is anything, is a moral if not an actual infringement of the agreement. On a common-sense judgment it must appear that Russia has defined her attitude towards the convention in question and towards the Corea question generally. Yet Japan is content—we must suppose that she is content.

It is absurd to suppose that the settlement of the Masampo affair finishes the Corea question. Rather is it to be taken as the precursor of future—perhaps early—trouble. Russia, as we are to suppose, has been flouted out of her pretensions, but of what her statesmen probably consider her inevitable rights—her territorial pre-eminence in the Far East. No one supposes Russian statesmen are content that this should be the last word on this matter. All the tendency and trend of Russia's recent diplomatic record is opposed to any such supposition.

A DANGEROUS VOLCANO.

Mount Asama, the *Japan Times* says, is reported to have again become active. At about 3.10 o'clock, on the afternoon of the 31st ult., the volcano suddenly began sending out dense columns of smoke and fire, accompanied by a tremendous noise. These manifestations lasted for about two hours, gradually lessening in fury towards evening, when the volcano again became suddenly quiet for about half an hour; and then all was quiet. The result of the outbreak was that lava and ashes fell in torrents in the neighbourhood, which presented a ghastly sight. Physiological experts think that the volcano may explode at any time and in consequence the panic-stricken inhabitants of the neighbourhood are said to be all ready to effect their escape as soon as the first intimation of the said explosion reaches them.

WAR NEWS BY WIRE.

Action at Karie.

Reuter's despatch from Bloemfontein dated the 30th, says:—The Boers at Karie are very strong, and for three hours a determined opposition and a severe fire was kept up along the whole line of the enemy, who used one "pom-pom" gun effectively. No headway was made by us till the infantry delivered the main attack in the centre, capturing several kopjes. The cavalry meanwhile worked round both flanks. The Boers finally retreated slowly, taking their dead and wounded with them. The movements of our cavalry prevented the advance of reinforcements from Brandfont where the Boers are estimated to number 5,000 men. Yesterday's casualties exceed the figure given in the first reports. Lieut. Young of the Scottish Borderers was killed, and Captain Marter of the Dragoon Guards wounded. Ten men were killed and 162 wounded.

The pause at Bloemfontein is said to be necessitated by the preparations for the rigors of a Transvaal winter, and also by remount arrangements, seeing that the wastage of horseflesh has been enormous. Nevertheless the general belief at home is, that the enemy is now forcing the game.

It is believed that Lord Roberts was instructed to convey the Queen's sympathy to the late widow, Her Majesty recognising in the late General a great soldier and an honourable foe. Sir Geo. White sailed from Cape Town on Wednesday. Replying to an address from the Mayor and Corporation, in the presence of an enthusiastic meeting of the townspeople, he praised the Imperial Light Horse, whose equals as soldiers he had not met in fifty years of service. During the attack on Caesar's Camp, sixteen Manchesters held a remote corner from three in the morning until dusk. The Devonshires who reinforced them found fourteen dead and only two survivors, one of whom was badly wounded, who still held the position. "England," he concluded, "that brave little dot on the map, will always come out best in the end." He testified to General Buller's courtesy and humanity. The latter's funeral yesterday was attended by the resident Foreign Attachés in uniform. The British officers imprisoned sent wreaths.

Despite the denials of the Free State rebels who surrendered, Maxims and 9-pounders have been unearthed from wells and mine-shafts, and loads of ammunition have been disinterred from sham graves covered with tombstones. *April 1st.*—The victory obtained by Lord Roberts over the Boers at Karie is one of the most brilliant and important of his magnificent marches. The Boers are estimated to have numbered 3,000, and held a position of great natural strength, which they further improved by throwing up earthenworks and building trenches, which were occupied by a determined lot of men whose rifle fire was accurate, and deadly. The fiercest fighting was on the left, which our Mounted

Infantry attacked with great gallantry. They were exposed to a heavy galling fire, but prevailed in the end, driving the enemy from their posts at the point of the bayonet. The pursuit of the enemy was checked by a skilful rearguard action in which the Johannesburg police took the principal part. The position which our troops have captured is one of the utmost strategic importance. In his correspondence to the *Morning Post*, Lord Roberts telegraphs to the rebels who are voluntarily surrendering in all directions. It appears that General Buller, Lord Dunderdahl, and Col. Sandbach, all concur in the expediency of such action.

The Waterworks Ambush.

LONDON, April 2nd.

Lord Roberts telegraphs that Colonel Broadwood reports that his losses in the ambush near the Bloemfontein waterworks were 350, including 200 missing, besides seven guns and all his baggage. A despatch from Lord Roberts, confirming Reuter's despatch, says that Colonel Broadwood informed him that the enemy were approaching Thabanchu in two bodies from north and east. Col. Broadwood stated that he intended retiring on the waterworks, seventeen miles nearer to Bloemfontein. Lord Roberts replied that the 9th Division would march at daybreak to the waterworks, and left it to Col. Broadwood's discretion to retire as proposed. Colonel Broadwood moved at night and bivouacked, and was attacked at daybreak on the 31st March on three sides. He then despatched his batteries and baggage towards Bloemfontein, covering them with cavalry. Two miles from the waterworks, the road crosses a deep nullah in which the Boers, during the night, had concealed themselves so well that the British scouts passed over without discovering them. The Boers opened fire when the waggon and guns entered the drift, and many drivers and horses were shot down. The scouts found the passage galled away. The scouts found the passage galled away. The scouts found the passage galled away.

Reuter, writing from Bloemfontein, says that the spirit which the ambush occurred is a terrible sight, filled with corpses, horses, and broken waggon in hideous confusion. Col. Broadwood's presence of mind and skilful handling of the force saved it from entire destruction. "U" Battery, R. H. A., escaped under a heavy fire and shelled the enemy, who admit five killed and nine wounded.

Lord Roberts, writing from Bloemfontein on the 1st instant, 8.15 p.m., says:—A report has just arrived that the enemy has retired towards Ladybrand, leaving behind wounded British officers and severely wounded men. The waterworks, Capt. Humphreys and Lieut. Peck, Ashmore, and Murch, of the 9th Battery, and one gunner, were killed, and there are forty wounded and missing. All the "U" Battery is missing, except Major Taylor and the Surgeon-Major. The "U" Battery lost five, and "Q" two guns. The two cavalry regiments did not suffer heavily.

The adventures of Captain Haldane and Lieut. LeMesurier, who escaped from Pretoria, are equal to those of Monte Christo. They passed 21 days in a tiny underground hole dug beneath the prison before their escape, and were afterwards up to their necks in a river, while the Boers were searching along the banks for them. They also had other thrilling escapades.

CALCUTTA, April 3rd. The correspondents state that the Boer losses in the action at Karie were considerable. Mr. Bennett Burleigh, of the *Daily Telegraph*, thinks they were as heavy as ours.

LONDON, April 3rd. A Times despatch from Bloemfontein, dated 1st April, states that, after a march of eighteen miles to the support of Col. Broadwood, General Colville sent General Macdonald's Brigade against the main drift leading to the waterworks, while General Smuts's Brigade attempted another drift, which turned the position of the Boers, who fell back slowly before the infantry and layaged at the foot of the hills between the Modder River and Thabanchu.

Three transports sailed from Lyttelton and Wellington for the Cape on Saturday, with 900 troops and a thousand horses, forming the Fourth and Fifth New Zealand Contingents. The scenes on the embarkation of the men were of unprecedented enthusiasm.

Accounts agree that the enemy's position at the Bloemfontein Waterworks is one of great natural strength. A wooded ridge terminating in a long hill, flanked by the main kopje on the right, while broken kopjes from connecting ridges on the left. The general steeply until the cavalry flanked them. The ambulance was clearly a masterpiece of cunning. Colonel Broadwood's force, consisting of 1,400 men and 100 convey wagons, had hardly started, and the men were still breakfasting when a deadly rifle-fire was opened from a dorgan 700 yards ahead. The leading troops of Roberts' Horse were swept from their saddles, trampled on the wounded and dying. Four teams, whose drivers were shot, stampeded. These guns and one other were rescued by Sergeant Martin. Only five were saved, but the *Central* correspondent is confident all the others will be recaptured. He praises the gallantry of the gunners, who halted the guns that were saved out of the spirit clear of the enemy's range by means of drag-ropes under a perfect hail of shot. Meanwhile Colonel Alderson's men held back 7,000 of the enemy, retiring steadily and losing heavily. The force comprised many Colonials, who behaved splendidly.

A corrected list of the casualties among officers at Bloemfontein Water Works gives:—Killed: Northumberlands—Captain Booth, Roberts' Horse—Crawley, R. S. M. C. Surgeon-Lieut. Irvine. Wounded: Horse Artillery—Col. Rochfort, Capt. Humphreys, Lieut. Ashmore, Peck, and Murch. Tasmannian Artillery—Lieut. Welch. Horse Guards—Lieut. Hon. Mesd. Roberts' Horse—Lieut. Pack-Berford, Darley, and Kirkwood. Essex Regiment—Major Cruickshank Royal Munsters—Lieut. Russell-Brown. Shropshires—Lieut. Grover (since dead). Northumberlands—Lieutenant Hall Missing: Horse Artillery—Captain Wrag. Tenth Hussars—Lieutenant Hon. Adderson-Pelham and Lieutenant Clifton.

Col. Broadwood's force consisted of 1,400 of all arms. Prince Alfred of Teck was in charge of the transport, and, although the section suffered terribly, he is safe. The severest casualties occurred in Roberts' Horse. We're said to have lost 200 wagons, but the Boers claim to have captured 200. Gen. French, after a magnificent march, carried out a turning movement on the right, with the main infantry in the centre, and Colonel Legallais (sic) on the left. Rudyard Kipling accompanied the latter's brigade. The Boers retreated precipitately, and a strong commando arriving from Ladybrand was almost decimated by Gen.

French. The waterworks were destroyed, but no anxiety is felt as regards Bloemfontein, which is supplied from springs and a large dam nearby.

The *Times*, in discussing the unfortunate business at the Waterworks says that, after all, the Boers have some brains, whereas British officers too often behave as if they were dealing with a lot of congenial idiots.

Captain Haldane and Lieut. LeMesurier, in their attempt to escape, had relied on the promised transfer of officers to other quarters; but, delay occurring, they were imprisoned for 18 days in a hole 2½ feet in depth, under the trap door. They tried to dig a passage to open into the sewer with a screw-driver and bayonet without success, and emerged too exhausted to walk. Pretending they were wounded Boers, their arms in slings, they followed the railway past the Boers' encampment within 50 ft of repeated outposts, suffering terribly from want of food. They declare that, though beset by searchers, they never used a bribe.

A mass meeting was held at Cape Town today, the Mayor presiding, when a resolution was enthusiastically passed in favour of the annexation of the Transvaal and the Orange Free State Republics.

Returning in procession, the meeting met Mr. Schreiner, who was hailed and hoisted and had to take refuge in a café. He eventually reached Parliament House and uncovered his head when "God Save the Queen" was sung, thus pacifying the mob.

Similar simultaneous meetings took place at loyal centres in the Cape Colony and Natal. A further list of casualties on the 31st gives:—Missing: Horse Artillery—Captain, Rouse, Lieut. G. White, Lieut. J. Stanton, Lieut. J. Livingstone Learmouth. Northumberlands—Lieutenant Toppin. Yorkshire Light Infantry—Capt. Outley, West Kent's—Lieut. Hildyard. Four Colonial officers.

Skill and Stupidity.

Further particulars that are being received of the ambush at Bloemfontein Waterworks show the complete nature of the surprise and the utter defeat of Col. Broadwood's force. The attacking party consisted principally of Free Staters under Gen. Olivier, who succeeded in skilfully eluding Col. Picher in the retreat from Stormberg. Olivier had been considerably reinforced by commandos, which had been detached from the main army of the Boers, when it retreated northwards before the advance of Lord Roberts. The skill with which Olivier had laid the ambush only equalled the blind confidence with which the British convoy walked into it. According to the Cape Town correspondent, the Boers were apparently not so completely done at all. There was not a man head of the escort, and those behind did not discover that anything was wrong, until half the convoy had been captured. Some of the troops composing the Brigade suffered terribly. A squadron of the 6th Dragoons and Inniskillings, numbering 140 at the start, mustered afterwards, when the remnants were extricated from the death-trap, only ten mounted men.

Olivier's re-occupation of Ladybrand and Thabanchu, which had been previously occupied by General French, was a piece of brilliant strategy.

WHEN COAL RUNS OUT.

If we continue to dig up "black-diamonds" at our present rate, it is obvious that in the near future, some form of fuel will have to be invented. For instance, in 1897, the output in the United Kingdom alone amounted to over 200,000,000 tons, while the amount for the world was 567,000,000 tons, which would be just sufficient to bury Great Britain three feet deep! The United Kingdom output was the greatest that had ever been raised, exceeding by nearly 45,000,000 tons the amount dug up in 1886. Of course, we did not use all this produce ourselves. Our largest customers were France, Germany, and Italy, who bought about 5,000,000 tons each. With such a vast export, it will doubtless come as a surprise to most people to learn that England imported 714 tons from Belgium, 3,000 from Germany, and 138 from the United States. The reason for importation would be highly interesting.

"THE HANDY MAN."

GUNNER'S REMARKABLE ACHIEVEMENT.

The *Daily Mail* correspondent at Pietermaritzburg, in his description of the battle of Pieters Hill, mentions some remarkable shooting by a naval gunner. The correspondent says that on two occasions a gunner was told to bring down a man, and he did it in each instance. It would be a puzzle to determine what became of the men. One was a Boer who got out of a trench and was standing upon a low wall in front coolly firing at the advancing infantry. The gunner was asked to bring down the bold Boer with the 4.7 in. gun, too. He leapt the shell, striking the wall, under the man's feet and bursting on its impact, blew away the parapet and the man. Another bold Boer, emulating the one who had disappeared in lyddite, executed the same heroic deed. The next moment the gunner scattered his remains on high. The correspondent adds:—With shooting like this, the experience of those behind the trenches must have been truly awful. It was a grand exhibition from our side, of the destructive power of massed artillery.

THE FOOD FOR OUR ARMY.

A VERY SATISFACTORY RECORD.

In the course of an article headed "Some Things which have Gone Well," the Cape Town correspondent of the *Times* says that the supply of the Army in the field has been admirably worked from the very first. In Colonel Richardson the authorities selected a man who had perceived the magnitude of the demands that would be made upon him, and did not hesitate to act on his own responsibility in order to meet those demands. If Colonel Richardson had relied solely upon the stores sent out by the War Office, the army might very well have been in the most serious difficulty in November for want of supplies; fortunately, instead of waiting for what was to come from home, he had the foresight and initiative to buy up during all October and November, every shipload that touched the coast of South Africa, provided it contained anything that could be eaten by man or horse. The result has been that never has a hungry soldier been so well fed. Excellent bakeries were organized at the front, supplied with fresh bread daily. There has hardly been a single instance during the present campaign where the troops have had to have recourse to biscuit. As regards meat, the soldiers have been supplied as far as possible with frozen meat, of which enormous quantities now arrive weekly from New Zealand and Australia. The advantage of frozen meat over fresh meat for a camp is, that the meat is actually better than that of the butcher; that no butchers and attendants are required, and the important of all, that by its use, the filth connected with the presence of large droves of cattle and still more with the filth of slaughtered animals, is entirely avoided. What this means to the health of a large camp it is almost impossible

to over-estimate. Col. Richardson is a firm believer in the virtues of jam as keeping the soldier not only contented, but fit for hard work, and his experience only confirms that of the German military authorities, who, as a result of recent experiments on the marching capacity of soldiers with various foods, have introduced the "Zuckerbrot" into the whole of their army. Not only has the army at the front been supplied with absolute regularity throughout, but enormous reserves of supplies have been accumulated at Naauwpoort, De Aar, and Orange River sufficient to last the army for several weeks, even if trouble in Cape Colony or the interruption of the railway line for a time, cut it off from its bases at the coast.

SHIPPING REPORTS.

Captain John Barr, of the steamship *Hector*, from Shanghai, reports:—On the night of the 15th inst. variable winds with thunder and lightning and heavy rain, on the 16th light variable winds and thick fog until noon of 17th weather clearing off Chapel Island, thence to port light variable winds and clear weather.

NOTANDA.

CALENDAR.

Metereological means based on ten years' observations to 1893.
Barometer 30.059
Thermometer 62.0
Humidity 85.0
Rainfall 4.08

YESTERDAY.

WEATHER REPORT.
On date at 4 p.m. On date at 4 p.m.
Barometer 30.04 29.93
Temperature 58.78 78
Humidity 78 81
Rainfall 81

TO-DAY.

Wednesday, 18th April, 1900.
Chinese—19th of 3rd moon of 26th year of Kwang-shi.
Sun—Rises 5hr. 59min.
Sets 6hr. 19min.
High water—Morning 4hr. 05min.
Evening 6hr. 25min.
Low water—Morning 5hr. 35min.
Evening 5hr. 55min.

ANNIVERSARIES.

1770—New South Wales discovered.
1855—Commercial Treaty between England and Siam signed.
1862—The *Sea Eagle* plundered by pirates, under the leadership of an Englishman, near Green Island, Hongkong; the captain and some of the crew murdered.
1881—Reception at Government House Hongkong, by the King of Hawaii.
1885—Convention between China and Japan settling Korean difficulties.
1897—Turkey declared war against Greece.

TO-MORROW.

Thursday, 19th April, 1900.
Chinese—20th of 3rd moon of 26th year of Kwang-shi.
Sun—Rises 5hr. 48min.
Sets 6hr. 19min.
Noon—Max. Temp. 5hr. 30min.
High water—Morning 4hr. 05min.
Evening 6hr. 25min.
Low water—Morning 5hr. 35min.
Evening 5hr. 55min.

ANNIVERSARIES.

1858—The editor of the *Hongkong Daily Press* sentenced to six months imprisonment for libelling the Governor.
1875—Great fraud on the Comptoir d'Escompte de Paris. Yokohama discovered; suicide of the captured criminals, W. S. Swaby and V. Cantelli.
1881—Lord Beaconsfield died.
1882—Death of Charles Darwin, the great naturalist.
1894—The *s.s. Nippon Maru* wrecked on Aylen Bay.
1896—Cholera reported prevalent in Singapore.
1897—The Greek fleet laid Preveza in ruins and the Turks captured the Malina Pass.
1899—Duc d'arcos presents his (Spanish) credentials at Washington. Minister Stone ordered to Madrid from Berlin.

AGENDA.

TO-DAY.
p.m.—Evening Entertainment at the Soldiers and Sailors Institute, Kowloon.
9 p.m.—Warren's Circus at West Point.
Cargo ex *Glenisiel* subject to rent.
Cargo ex *Tharid* subject to rent.

TO-MORROW.

p.m.—Grand Entertainment under Distinguished Patronage, in aid of the Indian Famine Fund at City Hall.
4 p.m.—Cargo ex *Chusan* subject to rent.
4 p.m.—L. C. S. N. Co.'s steamer *Yuehsang* leaves for Manila.
(About) P. & O. S. N. steamer *Candia* leaves for Marseilles and London (Direct).

FRIDAY, 20th.

p.m.—Grand Entertainment under Distinguished Patronage, in aid of the Indian Famine Fund at City Hall.
Daylight—N. Y. K. steamer *Kinshu Maru* leaves for Victoria B. C. & C. N. Co.'s steamer *Kuhyang* leaves for Tientsin.
D. S. Co.'s steamer *Hector* leaves for Liverpool (direct).

SHIPPING AND MAIL NEWS.

MAILS DUE.
American (*Gaelic*) 21st inst.
French (*Oceanic*) 22nd inst.
American (*Hongkong Maru*) 28th inst.

The steamer *Goodwin* arrived at Tacoma from Japan and Hongkong on the 15th inst.

The M. M. Co.'s steamer *Oceanic*, with the next French Mail, will leave Saigon to-morrow Thursday, at 6 a.m. for this port.

The N. Y. K.'s steamer *Yawata Maru*, (Australia Line) left Kobe, via Moji and Nagasaki for this port yesterday 17th inst.; and may be expected to arrive here on the 24th inst.

The T. K. K. steamer *Hongkong Maru*, with mails & left San Francisco 31st ulto, via Honolulu, has arrived at Yokohama, and will leave for this port to-morrow morning, via Inland Sea Kobe, Nagasaki and Shanghai.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba at Kowloon Dock.
Progress " "
Taiyuan " "
Anfang " "
Arconshire " "
D. Juan & Austria " Cosmopolitan "

Shipping.

Arrivals.

TAIWAN MARU, Japanese steamer, 1,482, H. Mikuni, 18th April.—Japan and April.
TAISANG, British steamer, 1,544, W. E. Kent, 18th April.—Canton 17th April, General Jardine, Matheson & Co.
LIVEMOON, German steamer, 1,338, C. Heuermann, 18th April.—Canton 18th April, General.—Siemssen & Co.
KASUGA MARU, Japanese steamer, 2,368, E. W. Haswell, 18th April.—Australian Ports and Manila 16th April, General.—Nippon Yusen Kaisha.
HICKORY, British steamer, 3,005, J. Barr, 18th April.—Shanghai 15th April, General.—Butterfield & Swire.
FAUSANG, British steamer, 1,410, T. A. Mitchell, 18th April.—Java 9th April, Sugar.—Jardine, Matheson & Co.
TAI CHIKONG, German steamer, 828, C. Chene, 18th April.—Saigon 12th April, Ricer.—Meyer & Co.

Cleanances at the Harbour Office.
Amigo, German str., for Newchwang.
Andalusia, German str., for Nagasaki.
Nagasaki, German str., for Canton.
Sandakan, British str., for Sandakan.
Saikong, British str., for Samui.
Thales, British str., for Swatow.
Kaifong, British str., for Saigon.
Bornida, Italian str., for Singapore.
Ariake Maru, Japanese str., for Kwatu.
Kongnam, British str., for Canton.
Onseng, British str., for Singapore.
Kwai Lum, British steam-launch, for Macao.

Departures.
April 17, *Ernest Simon*, French steamer, for Shanghai, &c.
April 17, *Scindia*, American transport, for Manila.
April 18, *Waimar*, German str., for Europe.
April 18, *Preussen*, German str., for Shanghai.
April 18, *Anping Maru*, Jap. str., for Swatow.
April 18, *Taiwan*, German str., for Swatow.
April 18, *Farmosa*, British str., for Swatow.
April 18, *Hokoku*, British str., for Hoihow.
April 18, *Kuwait*, British str., for Shanghai.
April 18, *Kwangsi*, Chinese str., for Canton.
April 18, *Kanbu*, British str., for Canton.
April 18, *Kwangsi*, Chinese str., for Shanghai.
April 18, *Taisang*, British str., for Amoy.
April 18, *Onseng*, British str., for Singapore.
April 18, *Bornida*, Italian str., for Singapore.
April 18, *Kaifong*, British str., for Saigon.

Passengers—Arrived.
Per *Kasuga Maru*, from Australian Ports for Hongkong—Messrs. E. W. Hayward, I. Rick, Mrs. J. Hamilton, Mr. and Mrs. C. Walker, G. A. Godsell, Miss A. E. Godsell, Mr. and Mrs. C. Cant, Messrs. F. C. R. Magnus, C. J. Flanagan, Mr. E. Raphael, Mr. and Mrs. H. Morrisby, Messrs. Korger, G. T. Mitchell, Misses R. and P. Barker, Messrs. Mead, R. H. Hampson, Rev. Father Hennessy, Messrs. H. Tesda, Broome L. Wit, C. B. B. George Ade, W. Swine, Lord Gastera, Rev. W. Strong, Mr. and Mrs. Ah Cheong and 15 infants, 18 Chinese, 1 European and 15 Japs.
For Japan—Miss Clarke, Mr. F. H. Westmacott, Miss W. L. Westmacott, Mr. J. Schmaltscherk, Mr. Mrs. and Miss Apunood, Mr. K. Mimasi, Mr. and Miss Stratton, Mr. L. Reibold, Mr. and Mrs. R. K. Bassett, Miss Bassett, Capt. and Mrs. R. K. St. S. Mrs. M. Moore, Mr. T. S. Beaman, Lieut

Entertainment.

THEATRE ROYAL.
Manager, MR. JAMES BELL.
FOR A LIMITED NUMBER OF NIGHTS.
Commencing
MONDAY, 23rd APRIL.
ADVENT OF THE WORLD-FAMED
ADA DELROY COMPANY.
12 STAR ARTISTS, 12
with several
STARTLING SENSATIONAL
NOVELTIES.
A BOOM.
IN AMUSEMENT ENTERPRISE
THE CAUSING A GREATER
THE BOOM SENSATION THE
OF THE TRANSVAAL WAR OF THE
SEASON. See Later Advertisements, Bills, Circulars,
The World Press Notices, &c., &c.
Admission 3s, 2s and 1s. Box Plan at
ROBINSON PLAZA CO.
JAMES MORGAN,
Business Representative.
498b

Intimations.

**THE CHINA PROVIDENT LOAN AND
MORTGAGE COMPANY,
LIMITED.**

NOTICE is hereby given that the SECOND
INSTALLMENT of \$5 per Share in
respect of the 50,000 New Shares has been
called up and Holders of such Shares who have
not already paid this Installment are requested to
PAY the Amount of such CALL to the
Undersigned at the Office of the Company,
No. 9, Praya Central, on or before the 30th
April, 1900.
Dated the 27th March, 1900.
SHEWAN, TOMES & Co.,
General Managers.
497c

**THE PUNJON MINING COMPANY,
LIMITED.**

SHARES in this Company on which a
CALL of \$1 was made PAYABLE on the
3rd day of March, 1900, and which Call has
not yet been paid, are liable to be forfeited, in
accordance with the Articles of Association of
the Company.
Interest at the rate of 10 per cent. per share
will be charged on all Overdue Calls.
W. H. GASKELL,
Secretary.
Hongkong, 17th April, 1900. 450b

**THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY,
LIMITED.**

NOTICE is hereby given that at a Meeting
of the Board of Directors of the above
Company, held at the Registered Office of the
Company, Queen's Road Central, Victoria,
Hongkong, on Tuesday, the Twenty-Seventh
day of March, 1900, the following RESOLU-
TION was passed:
1.—That in pursuance of the Provisions of
the Special Resolution passed at an
Extraordinary General Meeting of the
Company held on the 7th and 8th March
and confirmed on the 27th March instant, and
since duly registered, the Sum of
\$250,000 be withdrawn from the
Reserved Fund and be carried as of the
2nd July next, to the Credit of Capital
Account, each Share being credited with
a Sum of \$25 as paid up thereon in
addition to the Sum of \$50 now standing
to the credit of each Share.
2.—That the Balance of \$25 per Share of the
Unpaid Capital of the Company be and
is hereby made of \$25 per Share upon all
Shares of the Company, and that the
Shareholders be requested to pay the
same to the Company's Bankers, the
Hongkong and Shanghai Banking Cor-
poration, at their Premises, Queen's
Road Central, on or before the 2nd day
of July, A.D. 1900.
Shareholders are hereby requested to pay
according.
And Notice is also given that, in accordance
with Article 34 of the Company's Articles of
Association, interest will be charged as from
the said 2nd day of July, 1900, at the Rate of
12 per cent. per Annum, upon all Calls re-
maining Unpaid after the 9th day of July,
1900, up to the actual dates of payment of the
same.
By Order of the Board,
A. SHELTON HOOPER,
Secretary.
Hongkong, 27th March, 1900. 495b

**HONGKONG HOTEL COMPANY,
LIMITED.**

NOTICE is hereby given that SCRIP
NUMBER 362 for TEN SHARES of
this Company, numbered 7165 to 7174, and
dated the 20th May, 1893, in the name of
FUNG WA CHUN, of Hongkong, having
been LOST, a New Scrip for the same will
be issued after One month from the date hereof,
and the Original Scrip will be considered by
the Company as Null and Void, and all persons
are hereby warned against accepting or nego-
tiating the same.
By Order,
C. MOONEY,
Secretary.
Hongkong, 30th March, 1900. 491b

**THE GREEN ISLAND CEMENT
COMPANY, LIMITED.**

NOTICE is hereby given that SCRIP
NUMBER 420 for 15 SHARES of the
Company, numbered 2804/2805, in the name
of PAUL JORDAN, Esquire, of Hongkong,
having been LOST, a New Scrip for the same
will be issued after One month from the date
hereof, and the Original Scrip will be considered
by the Company as Null and Void, and all persons
are hereby warned against accepting or nego-
tiating the same.
By Order,
C. MOONEY,
Secretary.
Hongkong, 30th March, 1900. 491b

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by the Company as Null and Void, and all persons
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By Order,
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Secretary.
Hongkong, 30th March, 1900. 491b

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Hongkong, 30th March, 1900. 491b

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Hongkong, 30th March, 1900. 491b

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Hongkong, 30th March, 1900. 491b

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hereof, and the Original Scrip will be considered
by the Company as Null and Void, and all persons
are hereby warned against accepting or nego-
tiating the same.
By Order,
C. MOONEY,
Secretary.
Hongkong, 30th March, 1900. 491b

Notice of Firm.

**SALAMANDER FIRE INSURANCE CO.
NOTICE.**

THE UNDERSIGNED, having been
appointed AGENTS for the above COM-
PANY, are prepared to accept Risks against
FIRE at CURRENT RATES.
HOTZ, SJACOB & CO.
Hongkong, 31st March, 1900. 442b

To be Let.

HARFORD MAGAZINE GAP.
GROUND FLOOR, 52, PELL STREET,
"THE TREAT," MOUNT KELLET,
5, RUON TERRACE.
Also
A GODOWN at PRAYA EAST.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 17th April, 1900. 472

Intimations.

GERMAN SCHOOL.
THE SUMMER TERM will commence
on MONDAY, the 23rd instant, at 9.
There are a few vacancies, and parents desirous
to send their Children will please communicate
with the undersigned.
PAUL BREWITT,
Hon. Secretary.
Hongkong, 16th April, 1900. 447b

WANTED.
A COPY of the Local "HANSARD," 1891-2.
Address:
J. J. F.
Office of This Paper.
Hongkong, 16th March, 1900.

WANTED.
A FEW BOARDERS (GENTLEMEN)
Central Position on low level; good
accommodation with use of Billiard Table and
select Library.
Apply REX,
c/o This Paper.
Hongkong, 2nd April, 1900. 430b

**CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.**
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES AND SPYGLASSES.
Nos. 51 & 53, Queen's Road Central. 443

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated
CLEMENT, HUMBER and GLADIATOR CO., LD.,
DUNLOP TYRES' BICYCLES—PRICE, \$160.
A special reliable Watch made for this Climate.
Quintity A.....\$16
Quintity B.....\$12
40, QUEEN'S ROAD,
Watson's Building.
421

MITSUBISHI KAISHA.
No. 6, 1st Route Street, Praya Central.
Head Office—TOKIO.
Branch Offices—
LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHANG and all Ports in JAPAN.
Agents—
Milki Coal Mines.
Canada Coal Mines.
Hokoku Coal Mines.
Yoshinoh Coal Mines.
Onohara Coal Mines.
No. 1 Chisui Coal Mines.
Ichimura Coal Mines.
Kishino Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kaneaguchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.
Mitsui Bussan Kaisha,
M. FUJISE,
Manager.
Hongkong, 11th December, 1899. 433

**F. BLACKHEAD & CO.,
SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.**
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

**SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.**
Sole Agents for
—FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. 438

NOTICE.
THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

**JEYES
FLUID
THE BEST
DISINFECTANT**

**AVOID ALL RISK OF OUTBREAK BY
ITS USE.**
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897. 437

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*KINSHU MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA ANCHORAGE, KOREA and YOKOHAMA.	FRIDAY, 20th April, at Daylight.
KASUGA MARU.....	NAGASAKI, KOBE and YOKO- HAMA.	SATURDAY, 21st April, at Noon.
MIKE MARU.....	MOJI, KOBE and YOKOHAMA.	TUESDAY, 24th April, at Noon.
MIKAWA MARU.....	SHANGHAI, CHEMULPO and NAGASAKI.	TUESDAY, 24th April, at 4 P.M.
YAWATA MARU.....	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 27th April, at 4 P.M.
BINGO MARU.....	MARSEILLES, LONDON, NEW- CASTLE ON-TYNE, and ANTI- WEIR, VIA STRAITS, COLOMBO and PORT SAID.	FRIDAY, 27th April, at Daylight.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the
United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and
Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 9th April, 1900. 6

**NORDDEUTSCHER
LLOYD.**

(Freight Service.)
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

**PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.**

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SIBIRIA.....	HAVRE and HAMBURG.	24th April.	Freight and Passage.
Braun.....	(LONDON with transhipment in HAMBURG)	10th May.	Freight and Passage.
*KONIGSBERG.....	HAVRE and HAMBURG.	10th May.	Freight and Passage.
Christiansen.....	(LONDON with transhipment in HAMBURG)	About 22nd May.	Freight.
BAMBERG.....	HAVRE and HAMBURG.	About 6th June.	Freight and Passage.
Jacobsen.....	(LONDON with transhipment in HAMBURG)	About 20th June.	Freight.
SAKNA.....	HAVRE and HAMBURG.	About 20th June.	Freight.
Fuchs.....	(LONDON with transhipment in HAMBURG)	About 20th June.	Freight.
SAMBA.....	HAVRE and HAMBURG.	About 20th June.	Freight.
Ehlers.....	(LONDON with transhipment in HAMBURG)	About 20th June.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and
a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

TOYO KISEN KAISHA.
TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
HONGKONG MARU (via Shanghai, Naga-
saki, Kobe, Inland Sea, Yokohama and
Honolulu)..... Tuesday, 8th May,
at Noon.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama and Hono-
lulu)..... Thursday, 31st May,
at Noon.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama and Hono-
lulu)..... Tuesday, 26th June,
at Noon.

THE Steamship

"AMERICA MARU,"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU,
on SATURDAY, the 14th April, at Noon,
taking Freight and Passengers for Japan,
the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers, add to the principal cities
of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC Railways; also the
CANADIAN PACIFIC Railway on payment of
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.
C. L. GORHAM, Acting Agent.
Hongkong, 14th April, 1900. 7

**U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.**
VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Peking (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama and Hono-
lulu)..... Saturday, 21st April,
at Noon.

China (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama and
Honolulu)..... Tuesday, 14th May,
at Noon.

City of Rio de Janeiro
(via Shanghai, Naga-
saki, Kobe, Inland Sea,
Yokohama and Hono-
lulu)..... Saturday, 9th June,
at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING,"
will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on SATURDAY, the 21st April, at Noon,
taking Passengers and Freight for Japan,
the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States of Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACI-
FIC, UNITED PACIFIC, DENVER and
RIO GRANDE, and NORTHERN PACIFIC
RAILWAY; also the CANADIAN PACIFIC
RAILWAY on payment of \$4 in addition to
the regular tariff rate.

Passengers holding Orders for OVER-
LAND CITIES in the United States have,
between SAN FRANCISCO and CHICAGO,
the option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE, and other
direct connecting Railways, and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

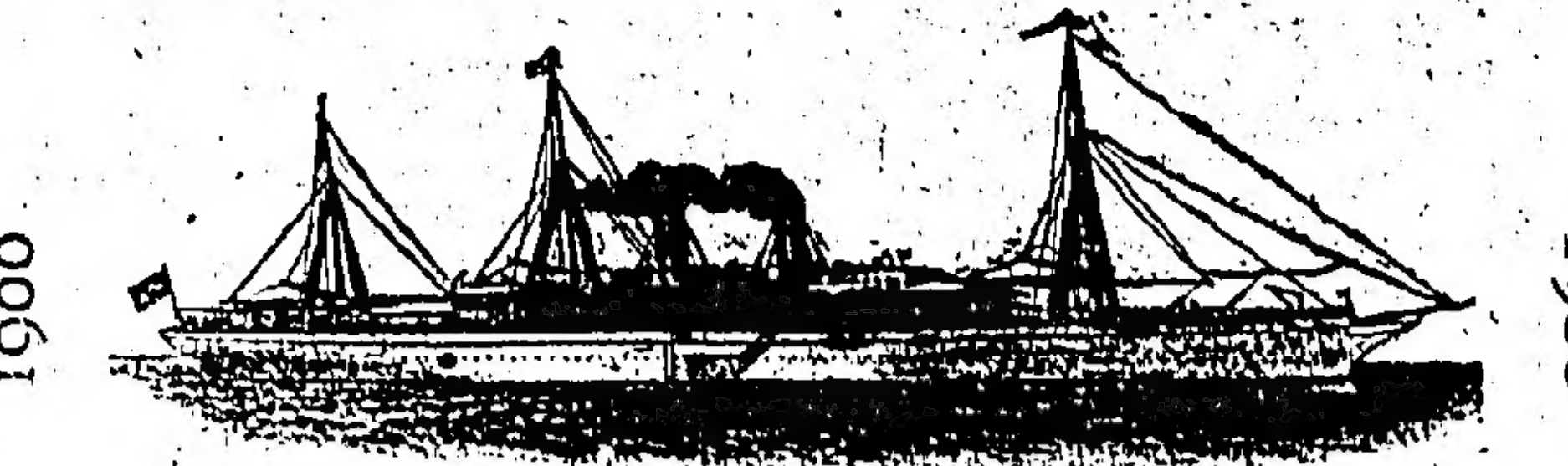
Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways,
to Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco, in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.
C. L. GORHAM, Acting Agent.
Hongkong, 27th March, 1900. 8

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 23rd April.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 16th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 6th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Fiddler's Street.

Hongkong, 14th March, 1900.

**CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.**

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.
PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND
SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
and HONOLULU, THE UNITED STATES, &c.
Curtille City..... 3,002 about April 30
Strathgyle..... 5,023 about May 10
Belgian King..... 3,379 about June 5
Thyris..... 3,812 about July 8

THE Steamship
"ENERGIA,"
will be despatched for SAN DIEGO and
SAN FRANCISCO, via KOBE, YOKO-
HAMA & HONOLULU, on THURSDAY,
the 12th April.

Through Bills of Lading issued to any point
in the United States.
Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.
For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 12th April, 1900. 428

**NORTHERN PACIFIC
STEAMSHIP COMPANIES.**
VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

**PROPOSED SAILINGS FROM
HONGKONG.**
FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.
Ireosshire..... 3,597 | G. E. Elliot | April 21
Queen Adelaide..... 2,832 | F. McNair... | May 5
Duke of Fife..... 3,821 | J. S. Cox..... | May 12

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGA-
TION COMPANY.
Monmouthshire..... 2,874 | W. A. Evans | May 19
Branmar..... 3,601 | W. Watt... | June 9
..... | | July 14
Monmouthshire..... 2,874 | W. A. Evans | Aug. 4

THE attention of Passengers is directed to
the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.
Excellent accommodation. First-class Ta-
bles. DOCTOR and STEWARDESS carried.
HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
The YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.
Rates of Passage to other Points on application.
Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Ports.
Consular Invoices of Goods for United States
Ports should be in quadruplicate, and one
copy must be sent forward to the steamer
to the Freight Agent, Tacoma, Wash., or Por-
tland, Or. (whichever may be the destination
of the Steamer).
Parcels must be sent to our Office (with
address marked in full) by 5 P.M. on the

Intimation.

SANTAL MIDY

Relieves the scalding pain at once and cures all discharges from the genito-urinary organs in either sex in 48 hours.

Unlike the usual oil of the Bazar, Santal Midy is a specific for Gonorrhoea, Cystitis, Catarrh, or any other inflammation of the urinary tract, and causes no inconveniences.

Beware of imitations. Each tiny capsule bears the name **SANTAL MIDY**.

8, RUE VIVIER, PARIS

VISITORS AT THE HONGKONG HOTEL.

Aalst, Mr. & Mrs. van Liblaff, Mr. Linford, Mr. H. W. Lyne, Lieut. and Mrs. W. S. R. N. Angas, Mrs. John Astor, Mr. R. J. Bailey, Mr. W. S. Baxter, Mr. H. C. Beal, Mr. T. R. Beal, Miss Bell, Miss Lita Bell, Miss Lita Black, Mr. F. W. Black, Mr. R. N. Brooks, Mrs. Brown, Mr. J. W. Buber, Mr. J. F. Carpenter, Mr. J. F. Carrill, Mr. J. Carrill, Mrs. and children Carter, Mr. H. B. Clark, Dr. and Mrs. F. Collins, Mr. A. Davis, Mr. and Mrs. Delroy, Miss Denny, Mr. G. R. Denroche, Mr. P. C. Dieton, Mr. McGill, Donchurst, Mr. & Mrs. Drum, Miss Ecker, Mr. Wm. Foster, Mr. H. B. Foster, Miss Frank, Mr. Goldard, Capt. Hampson, Mr. O. D. Hughes, Mr. A. P. Isaacs, Mr. H. Jeffreys, Major & Mrs. John, Mr. and Mrs. Joseph, Mr. and Mrs. Katsch, Mr. E. A. Kinghorn, Mr. Lambie, Mr. and Mrs. J. E. Larn, Mr. F. Legg, Mr. W. E. C. Levy, Mr. L. A. Libby, Mr. A.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. Andrew
Brayne, Mr. H. F. R.
Brown, Colonel
Bryson, Mr. A.
Cure, Mr. P.
Cure, Mr. Arthur R.
Dann, Mr. G. H.
Dixon, Mr. G.
Droz, Mr. F. J. Haver
Ezekiel, Mr. J. S.
Forbes, Mr. A.
Fraser, Lt. Col. A. R.
Gompertz, Mr. H. H.
Gospe, Colonel E. H.
Graham, Mr. G. W.
Gros, Mr. Edward F.
Hays, Mr. J.
Hindekroper, Mr.
Inchbold, Mr. Chantrey
Jeffries, Mr. H. U.

CRAGIEBURN.

Basset, Mrs. Thos.
Filton, Mr. W. A.
Filton, Mr. W. A.
Filton, Mr. W. A.
Filton, Mr. W. A.
Filton, Mr. W. A.
Filton, Mr. W. A.
Filton, Mr. W. A.
Filton, Mr. W. A.
Filton, Mr. W. A.
Filton, Mr. W. A.

EXCHANGE.

Hongkong, 18th April.
ON LONDON, Telegraphic Transfer 1/12
Bank Bills, on demand, 1/11 7/16
Credits, 4 months' sight, 1/11 7/16
D'iments, 4 months' sight, 1/11 7/16
ON BERLIN, (demand) 2.00
ON PARIS, Bank Bills, on demand 2.46
Credits, 4 months' sight 2.50
ON NEW YORK, Bank Bills, on demand 47 1/2
Credits, 30 days' sight 48 1/2
ON SHANGHAI, Telegraphic Transfer 7 1/2
Private, 30 days' sight 7 3/4 nom.
ON YOKOHAMA, T.T. 3 1/2 per cent. prem.
Sovereigns, Bank's Buying Rate \$10.16
Gold Leaf 100 touch, per mel \$3.15
Bar Silver 27 1/2
Dollars 21 per cent. prem.

ORIUM QUOTATIONS.

Hongkong, 18th April.
New Pines 960 per chest.
New Bonaparte 945
Old Bonaparte 885
New Malwa 930 per picul
Old Malwa 930
Persian, paper tied 870/880

The Share Market.

LATEST QUOTATIONS.

(April 18th.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	317 1/2 premium
The Bank of China (Reference)	\$ 5	Nominal
The Bank of China (Ordinary)	\$ 4	1 buyers
The Bank of China (Deferred)	\$ 1	1/5 buyers
National Bank of China, Ltd.	\$ 8	3/29
Do. Founders	\$ 1	3/20
Marine Insurances.		
Union Ins. Society of Canton, Ltd.	\$ 50	237 1/2
China Traders' Ins. Co., Ltd.	\$ 25	3/4
North China Ins. Co., Ltd.	\$ 25	1/5 1/2
Yangtze Ins. Assoc. Ltd.	\$ 60	1/40
Canton Ins. Office Ltd.	\$ 50	1/30
Straits Ins. Co., Ltd.	\$ 20	1/1
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	3/00
China Fire Ins. Co., Ltd.	\$ 20	3/80
Shipping.		
Hongkong, Canton, & Macao Steamship Co., Ltd.	\$ 15	3/04
Indo-China Steam Navigation Co., Ltd.	\$ 10	3/2
China & Manila S.S. Co., Ltd.	\$ 50	1/00
Douglas Steamship Co., Ltd.	\$ 50	3/51
China Mutual S. N. Co., Ltd. (Pref.)	\$ 10	1/10
China Mutual S. N. Co., Ltd. (Ord.)	\$ 10	1/10
China Mutual S. N. Co., Ltd. (Ord.)	\$ 10	1/10
Star Ferry Co., Ltd.	\$ 5	1/5
"Shell" Transport & Trading Co., Ltd.	\$ 100	1/260
Refineries.		
China Sugar Refining Co., Ltd.	\$ 100	1/30
Luen Sugar Refining Co., Ltd.	\$ 100	1/41
Mining.		
Punjab Mining Co., Ltd.	\$ 7	57-30
Punjab Mining Co., Ltd.	\$ 1	1/40
Societe Francaise des Charbonnages du Tonkin	Fcs. 250	3/30
Quean Min. Co., Ltd.	25 cts.	3/20
Jebeu Mining and Trading Co., Ltd.	\$ 5	3/13
Raub Alluvial Gold Mining Co., Ltd.	15s. 10d.	3/9
Miners' Freehold Mines, Ltd.	\$ 5	3/75
Oliver's Freehold Mines, Ltd.	\$ 4	4/40
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 1	3/40
Do. (Preference)	\$ 1	3/40
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$125	405 1/2 prem.
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	3/5 sales and
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	3/47
New Amoy Dock Co., Ltd.	\$ 6	3/20
Land, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	1/10
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	1/26 buyers
Kowloon Land and Building Co., Ltd.	\$ 30	3/26
West Point Building Co., Ltd.	\$ 50	3/47
Hongkong Hotel Co., Ltd.	\$ 50	1/20
Humphreys' Estate & Finance Co., Ltd.	\$ 10	1/07 1/2
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	3/8
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 70
International Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 70
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 400
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 57
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	3/04 buyers
China-Borneo Co., Ltd.	\$ 15	3/8
A. S. Watson & Co., Ltd.	\$ 10	1/64 buyers
Watkins, Limited	\$ 10	1/07
Hongkong Electric Co., Limited	\$ 10	1/12
Hongkong Electric Co., Limited	\$ 2	2/15
Hongkong and China Gas Co., Ltd.	\$ 10	3/35
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	1/62 1/2
Geo. Fenwick & Co., Ltd.	\$ 25	3/48
H'kong Ice Co., Ltd.	\$ 25	3/166
H'kong High Level Tramways Co., Ltd.	\$100	3/165
Dairy Farm Co., Ltd.	\$ 6	3/6 1/2
Hongkong and China Bakery Co., Ltd.	\$ 50	3/6 buyers
Campbell, Moore and Co., Ltd.	\$ 1	1/1 nominal
Bell's Asbestos East-ern Agency, Ltd.	\$ 4	3/5
United Asbestos Oriental Agency, Ltd.	\$ 10	1/11
United Asbestos Oriental Agency, Ltd.	\$ 20	3/8
Carmichael & Co., Ltd.	\$ 5	3/5
Tebrau Planting Co., Ltd.	\$ 4	3/4

BENJAMIN, KELLY & POTTS,

Share Brokers.

Telephone Address—"Rialto."

Telephone No. 148.

VESSELS IN PORT.

Steamers.

AMIGO, German steamer, 771, J. Bendixen, 15th April—Hilo 11th April, Wood.—Wo Kee & Co.

ANDALUSIA, German steamer, 3,488, Ehlers, 16th April—Hamburg 2nd March, and Singapore 10th April, General.—Siemssen & Co.

BANKAKU MARU, Japanese steamer, 1,449, C. Hibo, 7th April—Hongkong 4th April, Coal.—Dodwell & Co., Ltd.

BRECONSHIRE, British steamer, 3,223, Geo. Elliott, 11th April—Tacoma, Wash. via Kobe 7th Mar., General.—Dodwell & Co., Ltd.

CANDIA, British steamer, 4,195, W. H. Haughton, R.N.R., 16th April—Yokohama 5th April, General.—P. & O. S. N. Co.

CATHERINE APCAR, British steamer, 1,730, J. G. Oliffent, 16th April—Calcutta 28th Mar., Penang and Singapore 10th April, General.—David Sassoon & Sons & Co.

CHOWTAI, British steamer, 1,100, J. A. Morris, 13th April—Bangkok 5th April, and Koh-chang 7th, Rice and General.—Yuen Fat Hong.

CITY OF DUBLIN, British steamer, 2,340, James R. Rice, 14th April—Mojoi 8th April, Coal.—Dodwell & Co., Ltd.

CITY OF PEKING, British steamer, J. T. Smith, 13th April—San Francisco 13th March, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai 11th April, Mails and General.—P. M. S. S. Co.

DEVAVONGSE, British steamer, 1,057, R. Curtis, 17th April—Saigon 13th April, General.—Yuen Fat Hong.

DRESHIN, German steamer, 4,802, A. Koene-mann, 14th April—Wilhelms-Hafen—10th Mar., and Singapore 8th April, General.—Melchers & Co.

EMPRESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 17th April—Vancouver 26th Mar., and Shanghai 14th April, Mails and General.—C. P. R. Co.

ESKDALE, British steamer, 1926, Dover, 12th April—Mojoi 5th April, Coal.—Dodwell & Co., Ltd.

FUSAN MARU, Japanese steamer, 1,544, S. Hirai, 14th April—Mojoi 4th April, Coal.—Osaka Shosen Kaisha.

GLENSHIRE, British steamer, 2,350, McGellon, 12th April—London 23rd Feb., and Singapore 6th April, General.—McGregor Bros. & Co.

HANAI, French steamer, 750, Pannier, 17th April—Haiphong and Hanoi 16th April, General.—A. R. Marty.

HERMES, Norwegian steamer, 849, J. C. Jensen, 17th April—Hongkong 14th April, Coal.—Jardine, Matheson & Co.

IBURI MARU, Japanese steamer, 1,565, T. Okumura, 14th April—Saigon 10th April, Rice.—Dodwell & Co., Ltd.

INDEPENDENT, German steamer, 871, A. Hall, 12th April—Samarang 3rd April, General.—Sander Wieler & Co.

KINSHU MARU, Japanese steamer, 2,459, F. Hiron, 16th April—Mojoi 5th April, General.—Nippon Yusen Kaisha.

KUTSANG, British steamer, 1,740, R. C. D. Bradley, 13th April—Java 4th April, Sugar.—Jardine, Matheson & Co.

LADY JOCELYN, British steamer, 2,046, J. Cook, 14th April—Hongkong 12th April, Coals.—Butterfield & Swire.

LESLIE, British steamer, 1,726, D. Williamson, 12th April—Cardiff 24th Feb., Coal.—Order.

MAUSANG, British steamer, 1,544, J. Kynock, 7th April—Sandakan 1st April, Timber and General.—Jardine, Matheson & Co.

MONKUT, British steamer, 830, N. C. Manjes, 14th April—Bangkok via Koh-chang 7th April, General.—Butterfield & Swire.

NESS, British steamer, 1,903, Mathias, 14th April—Mojoi 8th April, Coal and Coke.—Order.

PELAYO, British steamer, 1,099, Bains, 17th April—Fochow 15th April, General.—C. M. Bain.

PROGRESS, German steamer, 687, P. Brandt, 7th April—Tauron 5th April, Rice and General.—Siemssen & Co.

PROGRESS, Russian steamer, 541, C. B. Genderson, 15th April—Canton 15th April, General.—Order.

QUEEN ADELAIDE, British steamer, 1,835, F. M. Nair, 9th April—Mojoi 3rd April, Coal.—Dodwell & Co., Ltd.

SANDAKAN, German steamer, 1,374, E. Muhle, 7th April—Sandakan 2nd April, Timber and General.—Melchers & Co.

SILESIA, German steamer, 3,400, G. Verma, 17th April—Singapore 11th April, General.—Siemssen & Co.

SULLBERG, German steamer, 782, Meyer, 10th April—Chiofo 8th April, General.—Siemssen & Co.

TANVUN, British steamer, 1,459, R. Nelson, 26th Mar.—Melbourne 13th Feb., Sydney 27th, Townsville 3rd Mar., Thursday Island 8th, Port Darwin 11th, and Manila 23rd, General.—Butterfield & Swire.

TATAMARU MARU, Japanese steamer, 1,673, M. Torne, 14th April—Mojoi 9th April, Coal.—Jeffries.

THALES, British steamer, 817, W. Passmore, 17th April—Tainanfo 11th April, Amoy 14th, and Swatow 16th April, General.—Douglas, Lauder & Co.

THISTLE, Australian steamer, 1,147, A. Walden, 17th April—Shanghai 11th April, Sandalwood.—Order.

YUENSAN, British steamer, 1,128, P. H. Rolfe, R.N.R., 14th April—Manila 12th April, General.—Jardine, Matheson & Co.

Sailing Vessels.

DIPLO, American ship, 2,845, Goodwin, 21st Mar.—New York 29th Oct., Kerosine.—Standard Oil Co.

ESMERALDA, British schooner, 130, J. T. Harrison, 14th April—Guam 26th March, General.—Jardine, Matheson & Co.

FRANZ SCHWABE, Danish bark, 537, Poulsen, 12th April—Barry 5th Oct., Kul.—Order.

GEO. T. HAY, British ship, 1,647, Spicer, 30th Mar.—Manila, (P. L.) Mar., Ballast.—Siemssen & Co.

JOHN CURRIER, American ship, 1,848, Lawrence, 11th Mar.—New York 14th Sept., Kerosine.—Standard Oil Co.

MCLAURIN, American ship, 1,313, F. Loazes, 15th April—New York 5th November, Petroleum.—Standard Oil Co.

MOBILE BAY, British bark, 1,717, James A. Boyd, 18th Mar.—Hongkong 6th Mar., Coal.—Jardine, Matheson & Co.

SANTA CRUZ, American schooner, 150, O. Keefe, 14th April—Yap 25th Mar., General.—Master.

STANFIELD, British bark, 560, H. Wilson, 4th April—Rajang 8th March, Timber.—Order.

VOLKVRIN, British bark, 498, P. R. Hall, 8th April—Rajang 20th March, Timber.—Master.

WARATAH, British schooner, 25, Haynes, 21rd Sept.—Takow 15th Sept., Ballast.—Mr. F. W. Hall.

WM. H. SMITH, American ship, 1,800, E. C. Colley, 27th Mar.—New York 28th Sept., Kerosine Oil.—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, April 18th, 1900.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. g. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, Wei-hai-wei.

Algeria, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Hongkong.

Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Hongkong.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain Hon. S. C. J. Colville, C.B., Wei-hai-wei.

Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. H. J. Montgomerie, C.B., R.N., Hongkong.

Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. R. B. S. Wrey, Shanghai.

Centurion, British flagship, 10,500 tons, 14 guns, 12,000 i.h.p., Capt. J. R. Jellicoe, Shanghai.

Daphne, sloop, 1,100 tons, 8 guns, 2,000 i.h.p., Com. C. W. Kingston-Ingram, Hongkong.

Edgar, British cruiser, 7,350 tons, Capt. Fleet, Hongkong.

Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.

Essex, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut. Comdr. C. Chadwick, Ichang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 i.h.p., Lieut. Com. W. J. Keyes, Hongkong.

Firedrake, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hermion, British cruiser, 4,360 tons, Capt. R. S. Dunning, Shanghai.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davidson, Hongkong.

Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, Singapore.

Linnet, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Wuchow.

Orlando, British cruiser, 3,600 tons, Capt. J. H. Burke, Manila.

Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. G. G. Douglas, Shanghai.

Phoenix, British gunboat, 1,015 tons, Comdr. Cochran, Hongkong.

Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. J. F. E. Green, Hongkong.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. C. V. de M. Cowper, Hongkong.

Redpole, British gunboat, 895 tons, Capt. F. F. Haworth, Shanghai.

Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, on the West River.

Swift, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.

Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.

Twelve, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut. Comdr. H. E. Hillman, on the West River.

Undine, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Wei-hai-wei.

Victorious, Russian battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, Singapore.

Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Hongkong.

Whiting, twin screw, torpedo-boat destroyer, 360 tons, 5,400 i.h.p., Lieut. Comdr. E. Kelly, Hongkong.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, British gunboat, 2 guns, 560 h.p., Lieut. Comdr. Watson, on the Yangtze.

Woodward, British gunboat, 2 guns, 550 h.p., Lt. Comdr. R. A. Norton, on the Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 37, 38, first-class; and 3 second-class boats.

Miscellaneous.

Hai Tien, Chinese steamer, 7,430 tons, Capt. R. S. Len, Hongkong.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Hongkong.

Presidente Sarmiento, Argentine cruiser, 2,850 tons, Capt. Berthelot, Manila.

Valkyrien, Danish cruiser, 3,000 tons, Prince Valdemar, en route Batavia.

Zenta, Austrian cruiser, 2,500 tons, Captain Edward Thoman von Montlarm, Swatow.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korotkiy, Russian armoured cruiser, 5,000 tons, 10 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.

Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskiy, at Nagasaki.

Bobra, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,500 h.p., Captain Dobrovolsky, at Nagasaki.

Dimitri Donskoy, Russian armoured cruiser, 5,803 tons, twin screw, 34 guns, 7,000 h.p., Com. H. Sharon, at Nagasaki.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikov, at Nagasaki.

Gremiatshy, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Mikhshever, at Nagasaki.

Korvetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.

Mandjour, Russian cruiser, 1,215 tons, twin screw, 14 guns, 4,500 h.p., Capt. Yakovlev, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.

Nayad, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Otaryn, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copriani, at Nagasaki.

Petrovskiy, Russian battleship, 12,000 tons, Capt. Grevalis, Japan.

Rosita, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojoff, at Nagasaki.

Rostyngskiy, Russian cruiser, 1,350 tons, Capt. Komaroff, at Manila.

Rurik, Russian flagship, 10,910 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haidt, at Port Arthur.

Silach, Russian gunboat, 2 guns, 1,900 h.p., Capt. Barronoff, at Nagasaki.

Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Molias, at Nagasaki.

Stovoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soublain, at Nagasaki.

Vladimir Monomakh, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchowsky, at Nagasaki.

Vladimir, Russian torpedo boat, 400 tons, 16 guns, twin screw, 1,500 h.p., Capt. Roguliz, at Nagasaki.

Zablada, Russian cruiser, 1,330 tons, 20 guns, 2,000 h.p., Capt. Shkurff, at Nagasaki.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Narva, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.

Novorossiysk, Russian torpedo boat, 87 tons, 4 guns, 2,500 h.p., 22 knots.

Podorskiy, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sikh, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skorpiy, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sootkiy, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Sterlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sungari, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO-FLOTILLA.

(SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 21 knots.

Reva, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Usuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

Flagship of Vice-Admiral Alexieff.

Flagship of Rear-Admiral F. V. Dubossioff.

Flagship of Rear-Admiral Reunoff.

THE FRENCH SQUADRON.

Bengali, 2nd class dispatch-boat, Lt. Comdr. De La Croix de Castries, at Haiphong.

D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13,500 h.p., Capt. de Marolles, Japan.

Descartes, 2nd class protected cruiser, 4,000 tons, 35 guns 631 i.h.p., Captain Philibert, at Kwang-chow-wan.

Eure, Dispatch-transport, Capt. Vallee, at Saigon.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Kwang-chow-wan.

Keraint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.

Lion, gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amet, at Kwang-chow-wan.

Paoli, 2nd class protected cruiser, 4,000 tons, 35 guns, 9,000 i.h.p., Capt. M. Motet, at Yokohama.

Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Morner, at Hongkong.

Flagship of Vice-Admiral Courtejoles.

THE GERMAN SQUADRON.

Gefion, German cruiser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Rollmann, at Manila.

Hansa, German cruiser, 6,400 tons, Capt. Pohl, at Singapore.

Hertha, German cruiser, 6,400 tons, Capt. S. v. Uesodon, Japan.

Ilia, German gunboat, 1,000 tons, 10 guns, 1,600 h.p., Capt. H. H. Lams, at Amoy.

Irene, German cruiser, 4,400 tons, 12 guns, 8,000 h.p., Capt. Stein, Formosa.

Jaguar, German cruiser, Captain Kinderling, at Shanghai.

Katharin Augustin, German cruiser, 6,000 tons, 12 guns, 13,040 i.h.p., Captain Gulich, at Shanghai.

Flagship of Admiral Fritze.

THE AMERICAN SQUADRON.

Baltimore, Flagship, U.S. cruiser, 4,415 tons, 10 guns, 10,064 h.p., Capt. J. M. Forsyth, Manila.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. C. H. Arnold, at Manila.

Brooklyn, Flagship, U.S. cruiser, Admiral Watson, Manila.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at